

3. SAFETY OF BRITISH MERCHANT SHIPS IN TENSION, CRISIS AND CONFLICT.

Source: UK Hydrographic Office and Ministry of Defence (Navy).

Former Notice 3/04 is cancelled. Alterations and additions to the former notice are shown by sidelines.

IT IS IMPORTANT THAT MASTERS ENSURE THAT THIS NOTICE IS AVAILABLE TO, AND UNDERSTOOD BY, THE OFFICERS ON THE BRIDGE, PARTICULARLY THOSE WITH RESPONSIBILITY FOR OPERATING THE RADIO EQUIPMENT. ADDITIONAL COPIES MAY BE PRODUCED THROUGH PHOTOCOPYING OR OBTAINED VIA THE UKHO WEBSITE www.ukho.gov.uk

GENERAL

1. This notice describes the organisation by which official messages are passed to British merchant vessels in periods of peace, tension, crisis and conflict. Such messages will normally relate to the safety of the vessels concerned and will usually be addressed to British flagged merchant vessels and to those flying the flag of Crown Dependencies and Overseas Territories. On occasions, the messages contained within this Annual Notice may also be addressed to vessels which are more than 51% British owned and to any other vessels of UK economic benefit as decided by Government Authorities. Vessels participating in these procedures and identified under this definition are called “designated ships”.
2. Participation in the procedures outlined in this Annual Notice is voluntary. Exceptionally, in extreme circumstances, the UK Government may direct the introduction of Naval Supervision.
3. The remainder of this Annual Notice is laid out in the following format:
 - Part One — UK Military/Civil Shipping Relations
 - Part Two — Communications
 - Part Three — UK Measures
 - Part Four — NATO Measures
 - Annex A — Examples of Signals

PART ONE — UK MILITARY/CIVIL SHIPPING RELATIONS

1. The organisation for the protection of British Merchant Shipping involves civil and military authorities, including the Ministry of Defence (MOD), Commander in Chief Fleet, the Permanent Joint Headquarters, the Department for Transport (DfT), the Foreign and Commonwealth Office (FCO), the UK Chamber of Shipping and vessel owners.
2. The reassurance and protection of British shipping is one of the roles of the Royal Navy and the Ministry of Defence takes a general interest in British shipping at all times. During periods of tension, crisis and conflict, this interest is greatly magnified and the location of ships may be incorporated into the Recognised Maritime Picture – a situational plot that is held in UK military headquarters, deployed theatre headquarters and warships at sea. An awareness of the whereabouts of British shipping allows military and civil authorities to:
 - a. Advise on threat areas
 - b. Provide advice, dialogue and issue guidance to de-conflict with military operations or exercise areas, or for enhanced protection in the vicinity of threat areas.
 - c. Offer military assistance through presence, escort, accompaniment, and ultimately convoying.
3. For these mutually beneficial reasons, the shipping industry and vessels are encouraged to participate in a Naval Co-operation and Guidance (NCAGS) operation. In an operations area, non-participating ships might quickly achieve status as a Suspect Vessel and draw greater military attention, with consequent potential for the disruption of its voyage.
4. A system of communications and messages has been developed between military authorities, the civil establishment and vessels. The updated messages in this Annual Notice reflect the changes that have become apparent in the nature of international crises and in the light of recent world events. The use of automatic data transfer systems, including AIS, to assist in this process is under development.
5. All communications received from merchant vessels revealing positional information, cargo and passage intentions will be treated as commercially confidential.

PART TWO — COMMUNICATIONS

1. With the advent of the Global Maritime Distress and Safety System (GMDSS), most shipping companies utilise systems such as Inmarsat A, B, C or M or private HF systems such as Globe Wireless while closer to the coast or in port, GSM telephones are in regular use.
2. MOD will utilise the GMDSS to alert merchant ships to an area of risk by issuing Navigational Warnings or may use any of the following to issue Special Notices to Merchant Ships:

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- a. Via Inmarsat-C over SafetyNET (EGC). This will be the primary means of communication.
- b. Over NAVTEX for vessels within the coverage of the UK NAVTEX area.
- c. Over VHF (DSC) for vessels operating within the UK A1 area.
- d. Via Naval Consular for Customs Officers for merchant vessels in harbour if shut down on SafetyNET.
- e. Via ship owners' / charterers' own communication channels.
- f. Via the BBC.

3. Masters, when called to do so, may respond by whatever communication method they deem most suitable. The preferred method, however, is via Inmarsat-C. When using Inmarsat-C, response messages should be sent to Short Code 4211 using only the following Land Earth Stations (LES) Access Codes depending on the Ocean Region:

Atlantic Ocean West	002
Atlantic Ocean East	102
Indian Ocean	302
Pacific Ocean	202

4. It is essential that messages be transmitted using the access codes indicated since other Service Providers will not recognise the Short Code 4211. This short code, which is derived from the short code used for Maritime Safety, will ensure that the originating vessel is NOT charged for the call.

5. When using methods other than Inmarsat-C (in conjunction with the designated LES listed in paragraph 3), messages should be addressed to the UK Telex Number 22100. An appropriate charge will be levied for these calls.

6. MOD will issue subsequent UK Merchant Ship Signals (UKMERSIGs) to the individual ships concerned, primarily through Inmarsat-C (FleetNET), or by the return route used by the vessel to respond to the initial message.

PART THREE — UK MEASURES

1. UK has adopted the Maritime Trade Operations (MTO) organisation which incorporates various and progressive degrees of Government and military liaison with the merchant shipping community at Governmental, shipping company and vessel level and assimilates graduated measures for the enhanced protection of vessels through Naval Co-operation and Guidance for Shipping (NCAGS). This liaison must be present in peacetime if the benefits are to be realised in a period of tension crisis or conflict.

2. MTO incorporates 2 distinct levels of operation:

- a. Normal Maritime Business

During periods of peace, tension, crisis and conflict, any of the following procedures may be utilised by Government or military commander:

- (i) Pan-Government departmental dialogue, particularly with DfT and commercial shipowners on a regular basis. This is essential in peacetime to ensure a considered response to tension, crisis or conflict.
- (ii) Establishment of a reporting cell in an Area of Interest (AOI). This may be a forward-deployed military unit, such as a Royal Fleet Auxiliary vessel. Contact links may be obtained from vessel owners via the UK Chamber of Shipping, or from the UK MTO website www.mreference.mod.uk/26. Through the establishment of links with British shipping companies, vessels are informally asked to report their position, route and destination (in accordance with Annex A).
- (iii) Deploy an NCAGS team to produce a comprehensive plot of merchant vessels operating within an AOI such that a suitable maritime picture is available to the military commander should the situation dictate.
- (iv) The Department for Transport, as the National Shipping Authority, will set up a cell in order to determine those designated merchant ships as defined in paragraph 1 of the general notes to this notice. Instructions will be issued at the required time (to the UK Chamber of Shipping and to commercial shipowners) of the mechanisms put in place to enable vessels to be identified as designated ships. The decision of the DfT will be communicated to commercial shipowners, the UK Chamber of Shipping and UK MTO.

- b. Conflict

If deemed appropriate, a formal procedure will be established through the issue of a coastal navigation warning or special notice to shipping by the UK to merchant vessels as defined in paragraph 1. This ultimate measure of NCAGS may be authorised in order to implement Mandatory Routing. This is called 'Naval Supervision' and will be instigated only with the prior approval of the Secretary of State.

MTO Response to increased tension, crisis or conflict

3. The appropriate level of MTO for a particular region is subject to ongoing review within the MOD. A crisis, by definition, is sudden and unexpected. Where a crisis in the form of insurrection, civil war, armed conflict or war may hazard merchant vessels abroad, there will be a need to issue urgent warnings. In the first instance, this will be done as a NAVWARN or as a Special Notice to Shipping.
4. For UK authorities to determine the whereabouts of British Merchant Ships and refine the Recognised Maritime Picture in a specific AOI, ships are requested to voluntarily pass their information using a **PASSAGE REPORT** (See Annex A).
5. A formal Passage Report procedure may be initiated by the promulgation of the following message, which will be received as a NAVWARN or Special Notice to Merchant Ships:

UK SPECIAL NOTICE TO MERCHANT SHIPS - An area of potential risk to merchant ships exists in.....Vessels within, or intending to enter this area may wish to consider contacting their owners or national shipping authorities. Designated merchant ships should submit a report iaw Admiralty Annual Notice to Mariners 3 Annex A para 1 to the designated Contact Point or as directed.

Note: The text of the UK Special Notice to Merchant Ships message will be amended to match the prevailing circumstances.

6. This message calls for a single response, reporting a vessel's position and intended track. An example of this message can be found at Annex A.

Reporting Procedures

7. In other circumstances, there may be a need for merchant ships to inform the authorities of their position on a regular basis. The frequency of reports will be dictated by the current operational situation. Should this be necessary, responses will be required to a **DAILY PASSAGE UPDATE (UKMERSIG)**.

UKMERSIG (serial No.) DAILY PASSAGE UPDATE

Merchant ships within, or intending to enter...(Description of Area of Interest) commence passage reports everyhours in accordance with Annex A para 3 of Admiralty Annual Notice to Mariners 3.

An example of the initial update can be found at Annex A.

8. In order that ships may receive up-to-date information on the risk to merchant ships, and any information concerning their transit of an AOI, you may be requested to contact a warship, Royal Fleet Auxiliary, or other military unit or organisation when you have reached a certain latitude and/or longitude during your voyage. This is called a **Communications Reporting Gate (CRG)**. In these circumstances, details of the requirement will be contained in the message setting up the CRG(s). These contact positions are usually outside the AOI so that you will have received any necessary information well before entering an area of potential hazard. The minimum notice should be 36 hours before arriving at the AOI.

PART FOUR — NATO MEASURES

1. NCAGS is a NATO policy, and underpins the UK measures described in this Notice. In a NATO operation, planning for NCAGS will similarly involve consultation with Government, shipping companies and vessels. NCAGS operational planning will focus on all aspects relating to merchant shipping, including the provision of guidance and advice, the maritime plot, surveillance, deconfliction with operations and naval supervision. The military commander will aim to deliver a tailored, cost effective and executable plan that conserves naval resources whilst reducing the impact to merchant shipping, thereby minimising any negative economic consequences. Approval for the ultimate NCAGS measure of Mandatory Routing will be initiated from NATO with approval through the UK Government.
2. The focal point for shipping data during a NATO operation is the NATO Shipping Centre based at the Joint Military Headquarters in Northwood, London. Its mission is to collect and process shipping details to develop and maintain an accurate maritime plot and provide guidance and advice. During operations and exercises, merchant vessels will be provided with a freephone number to contact the NSC.

NSC website, telephone and FAX No:

<http://shipping.manw.nato.int>

Tel: +44 1923 843574

Fax: +44 1923 843575

ANNEX A TO ANNUAL NOTICE TO MARINERS No. 3
EXAMPLES OF RESPONSES TO SAFETY WARNING MESSAGES AND UKMERSIGS

1. PASSAGE REPORT.

When sending a Passage Report the format is as follows:

To: SHORT CODE 4211 OR TELEX NUMBER 22100 (RNCWHI-G)

PASSAGE REPORT

1. INTERNATIONAL CALLSIGN/SHIP'S NAME/NATION FLAG/IMO NUMBER
2. POSITION AND ETA OF ENTERING THE AOI
3. INTENDED TRACK THROUGH AOI
4. INTENDED SPEED OF ADVANCE THROUGH AOI
5. NEXT PORT OF CALL
6. ETA AT NEXT PORT OF CALL IF PORT IS WITHIN THE AOI
7. INMARSAT TEL/TELEX/FAX NO/EGC NUMBER (where applicable)/MMSI/SATELLITE (OR CRS) BEING COPIED
8. NUMBER OF PERSONS ON BOARD

Example:

To: SHORT CODE 4211 OR TELEX NUMBER 22100 (RNCWHI-G)

PASSAGE REPORT

1. MSXS3/RADNES/UK/7419200
2. 3500N 01400W AT 280800 UTC JUL
3. 3540N 01530W, 3600N 00600W, 3800N 00900E
4. 13.5 KTS
5. NAPLES, ITALY
6. 011323 UTC AUG
7. 1743141/1743152/1743145/NOT APPLICABLE/232123456/871
8. 14

If your next port of call is not in the AOI leave out para 6 but still use the other paragraphs as numbered above and as shown in the following example:

5. NAPLES, ITALY
7. 1743141/1743152/1743145/NOT APPLICABLE/232123456/871
8. 14

If re-entering the AOI at a later date re-send the above message with new details.

2. PASSAGE REPORT AMENDMENT (PASSAM)

If, after the details of an intended passage through an AOI have been reported, these details change, the new details should be reported as a PASSAGE REPORT AMENDMENT (PASSAM). The text of the PASSAM message must contain para 1 of the PASSAGE REPORT plus any other paragraph containing changes to the information previously reported.

Example:

To: SHORT CODE 4211 OR TELEX NUMBER 22100 (RNCWHI-G)

PASSAM

1. MSXS3/RADNES/UK/7419200
2. 3500N 01400W AT 281400 UTC JUL
3. 3540N 01530W 2600N 00600W, 3800N 0900E
4. 011923 UTC AUG

3. DAILY PASSAGE UPDATE.

This message will have been sent when there is a requirement for the UK Naval authorities to keep a regularly updated plot of designated merchant ships in, or approaching, an AOI. Any advice would be sent either directly to your ship or via a general message.

Example text as follows:

UKMERSIG (Serial No.)DAILY PASSAGE UPDATE.

Merchant ships within, or intending to enter(Description of Area of Interest) report in accordance with Annex A para 3 of Admiralty Annual Notices to Mariners 3.

If your ship is either in the AOI, or approaching it, a reply is required in the following format for your initial transmission:

To: SHORT CODE 4211 OR TELEX NUMBER 22100 (RNCWHI-G)

DAILY PASSAGE UPDATE

1. INTERNATIONAL CALLSIGN/SHIP'S NAME/NATION FLAG/IMO NUMBER
2. POSITION AND ETA OF ENTERING THE AOI
3. POSITION AT 1200 UTC
4. INTENDED TRACK THROUGH AOI
5. INTENDED SPEED OF ADVANCE THROUGH AOI
6. NEXT PORT OF CALL
7. ETA AT NEXT PORT OF CALL IF PORT IS WITHIN THE AOI
8. INMARSAT TEL/TELEX/FAX NO/EGC NUMBER (where applicable)/MMSI/SATELLITE (OR CRS) BEING COPIED

Each subsequent DAILY PASSAGE UPDATE must BE SENT AT 1200 UTC whilst in the AOI. It will be in the format shown below. Please note that once set up there will be very little to change on a daily basis.

To: SHORT CODE 4211 OR TELEX NUMBER 22100 (RNCWHI-G)

(LINE 1)

MSGID/YOUR SHIP'S NAME –MAX 14 CHARACTERS/GOLD/0001(CONSECUTIVE SERIAL NUMBER FROM SHIP)/MONTH/NAVPIM

(LINE 2)

CTC/T00000/UNEQUATED-MV(YOUR SHIP'S NAME –UP TO TOTAL 38 CHARACTERS IN FIELD)///MER/SHIP'S FLAG (IN INTERNATIONAL 2 LETTER CODE)

(LINE 3)

POS/DATE &TIME (IN UTC TIME WITH A CHECK SUM – SEE BELOW)/MONTH/LATITUDE (WITH CHECK SUM)/LONGITUDE (WITH CHECK SUM)//INM/INM/COURSE/SPEED///IRCS

(LINE 4)

ENDAT/DECL: OADR

Note: A checksum is the last digit of the arithmetic total of the preceding number group to allow error checking by military authorities. These are commonly used in latitude and longitude to ensure accuracy. For month entry, use the first 3 letters and for latitude and longitude entries, utilise 4 numbers plus North or South and then the check sum.

NOTE: IT IS ESSENTIAL THAT ALL THE ABOVE SLANTS AND WORDS IN BOLD TEXT ARE INCLUDED EXACTLY AS SHOWN IN ORDER TO ACCESS THE MILITARY SYSTEMS SUCCESSFULLY. IT IS NOT NECESSARY FOR THE TEXT TO BE IN BOLD TYPE IN YOUR TRANSMISSION.

Example:

To: SHORT CODE 4211 OR TELEX NUMBER 22100 (RNCWHI-G)

MSGID/MV RADNES/GOLD/0001/AUG/NAVPIM

CTC/T00000/UNEQUATED-MV RADNES///MER/UK

POS/171200Z1/AUG/2640N2/05620E3//INM/1N M/152T/12K///MSXS3

ENDAT/DECL: OADR

